WHAT IS CLAIMED IS:

1.   A hybrid vehicle in which an engine is connected to first driven wheels through a first motor/generator and a transmission, and a second motor/generator is connected to second driven wheels, said first and second motors/generators being connected to an accumulating means so that they are driven or regenerated,

wherein distribution ratio of braking forces to the first and second motors/generators is controlled to become an ideal distribution ratio corresponding to a longitudinal acceleration of the vehicle during regenerative braking of the vehicle.

2.   A hybrid vehicle according to claim 1, wherein the first and second driven wheels are front and rear wheels, respectively, and when the vehicle is traveling down a slope, the distribution ratio of the regenerative braking force to the second motor/generator is decreased to be smaller than the ideal distribution ratio.

3.   A hybrid vehicle according to claim 2, wherein, when the vehicle is traveling down the slope, a degree of inclination of a road surface is calculated based on a vehicle speed and a longitudinal acceleration of the vehicle.

4.   A hybrid vehicle according to claim 1, wherein the first and second driven wheels are front and rear wheels, respectively, and when a lateral acceleration of the vehicle exceeds a predetermined value and a vehicle speed exceeds a predetermined

value, the distribution ratio of the regenerative braking force to the second motor/generator is decreased to be smaller than said ideal distribution ratio.

5.   A hybrid vehicle according to claim 4, wherein the lateral acceleration of the vehicle is calculated based on the vehicle speed and a steering angle.

6.   A hybrid vehicle according to claim 4 or 5, wherein the decreasing control of the distribution ratio of the regenerative braking force to the second motor/generator (MG2) is carried out in response to the start of the steering.

7.   A hybrid vehicle according to claim 1, wherein the first and second wheels are front and rear wheels, respectively, and when a yaw rate of the vehicle exceeds a predetermined value, the distribution ratio of the regenerative braking force to the second motor/generator is decreased to be smaller than said ideal distribution ratio.

8. A hybrid vehicle according to claim 1, wherein, during operation of a mechanical brake, a braking force for the second driven wheels determined depending on said ideal distribution ratio is generated by the second motor/generator and the mechanical brake, and a deficiency of the regenerative braking force for the second motor/generator limited by the remaining capacity of the accumulating means is made up by a braking force of the mechanical

brake.

9.   A hybrid vehicle according to claim 8, wherein, when the braking force of the mechanical brake exceeds a predetermined value, a threshold value for the remaining capacity of the accumulating means permitting the regenerative braking of the second motor/generator is increased.

10.   A hybrid vehicle according to claim 1, wherein the engine is constructed so that the rotational resistance can be decreased by the stopping of cylinders, and when the engine is brought into a cylinder-stopped state to regeneratively brake the vehicle, if the remaining capacity of the accumulating means exceeds a predetermined value, the cylinder-stopped state of the engine is canceled, and the first motor/generator is driven by an electric power generated by the second motor/generator so that an increment in rotational resistance of the engine due to the cancellation of the cylinder-stopped state is countervailed.

11.   A hybrid vehicle according to claim 1, wherein the first and second driven wheels are front and rear wheels, respectively, and the distribution ratio of the regenerative braking force to the second motor/generator is increased in accordance with a decrease in a road surface friction coefficient.

12.   A hybrid vehicle according to claim 1, wherein the regenerative braking of the first and second motors/generators

is prohibited during an ABS control.